

Connections

December 2006

Missouri Unveils Bigger, Bolder New Map

by Matt Hiebert

The unveiling of the new 2007-2008 state highway map was the first such event of its kind.

In the past, releasing the new map was marked by a press release, but little else. This time two state agencies and a large flock of third graders gave the occasion the fanfare it deserved.

On Nov. 9, MoDOT Director Pete Rahn and Tourism Division Director Blaine Luetkemeyer held a press conference in the House Lounge of the State Capitol to show the world the new features and appearance of Missouri's latest official state highway map.

The event was attended by West Elementary third graders, who used the event as an educational field trip. In fact, Rahn selected a few youngsters to help unveil the new map while he discussed its bold new look, which reflects the department's efforts to provide Missourians with smoother, safer roads. He also pointed out the map's larger, easier-to-read content, and shared facts about the map many people might not know.

"We print and distribute more than three million of them," Rahn told the packed room. "This is arguably the state's most popular publication. It gets people where they want to go and may even mean the

difference between a memorable trip and one that's spoiled by getting lost."

Maps are available at MoDOT offices, highway rest areas, visitor centers, the Missouri Division of Tourism and many other state offices.



West Elementary students help MoDOT Director Pete Rahn and Tourism Director Blaine Luetkemeyer unveil the new Missouri map.

Contractor Selected for Largest Highway Project in State History

Gateway Constructors Will Rebuild I-64 by Dec. 31, 2009

The Missouri Highways and Transportation Commission has selected the contractor for the largest highway project in Missouri history and the first design-build project for the Missouri Department of Transportation.

Gateway Constructors was chosen to reconstruct Interstate 64 in St. Louis from west of Spode Road to east of Kingshighway Boulevard. The \$535 million project will include rebuilding the pavement, bridges and all 12 interchanges. One lane will be added in each direction from west of Spode Road to Interstate 170.

"I'm pleased to announce Gateway Constructors as the selected contractor," said MoDOT Director Pete Rahn. "We are excited to get all the improvements we needed for the budget available. The construction schedule minimizes the overall length of closures, quickly completes major sections of the roadway and maximizes our regional road system as detours during construction."

Design-build is a project delivery method that combines both the design and construction phases to save time and resources. Construction will take place in three phases beginning next spring. All lanes of I-64 and I-170 will be open by Dec. 31, 2009. Final work and landscaping will be complete by July 31, 2010.

"We're very excited about this opportunity, and we're really looking forward to getting started," said Brian Kaub, vice-president of Granite Construction Company, Gateway Constructor's project executive. "We know there will be challenges as we go forward, but we specialize in projects like this, and with our local partners we're confident we can have the same success

here that we've had on other projects around the country. We have a track record of finishing on time, if not early, and we're confident we can do the same thing on I-64."

MoDOT also announced numerous measures to provide alternate routes for drivers. MoDOT will stripe an additional lane in each direction on Interstate 70 and Interstate 44. During 2008 and 2009, there will be no construction work on these interstates and maintenance work will be completed at night. Signals are being upgraded on Page, Olive, Manchester and Lindbergh to help move traffic more efficiently. Gateway Guide system cameras, sensors and message boards will



be operational inside the I-270 loop of St. Louis providing travel times on all the region's interstates. A 511 telephone number will also be available to call for traffic updates and travel times.

The project Web site, www.thenewi64.org, allows citizens to sign up for regular e-updates regarding the construction schedule.

The Gateway Constructors team is led by Granite Construction Company of Watsonville, Calif., with local team members Fred Weber, Inc. of Creve Coeur and

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Contractors in District 3 finish striping on Route 61 project.

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Bragging Rights

District 10 TRAC team hosts bridge competition for local students.

Rahn Named AASHTO Vice President

The American Association of State Highway Transportation Officials Board of Directors named MoDOT Director Pete Rahn as Vice-President of AASHTO at their annual meeting in Portland, Oregon in October.



“I am honored to be elected AASHTO vice president by my peers,” Rahn said. “I look forward to the opportunity to serve as a transportation advocate in this capacity, especially at a time in which the nation’s long-term transportation needs are at such a critical point.”

Rahn will serve alongside Arizona Department of Transportation Director Victor Mendez, who was elected AASHTO President.

AASHTO, founded in 1914, represents the state transportation departments for all 50 U.S. states, the District of Columbia and Puerto Rico. It advocates transportation-related policies and provides technical services to support states in their efforts to efficiently and safely move people and goods.

Employees Open Hearts to Charities

by Kristi Jamison

Although all pledges haven’t been tallied yet, early polls indicate that MoDOT may not have to settle for second best anymore. Early figures show that this year’s total MoDOT contribution to the Missouri State Employees Charitable Campaign increased by a whopping 15 percent over last year’s total.

With a few pledges still coming in, our contributions currently stand at \$136,616. According to the Office of Administration, donations by MoDOT employees are currently outpacing those of any other state agency, pending final calculations.

Director Pete Rahn was amazed at the results. “Almost every day, MoDOT employees do things that make me realize all over again what a great workforce you are,” Rahn said in an e-mail message sent to employees Nov. 8. “Yesterday, I was reminded what great PEOPLE you are. I learned the MoDOT results of the 2007 Missouri State

Employees Charitable Campaign. The results are nothing short of a WOW.”

Rahn thanked employees for their generosity. He also conceded that his team ended up with the highest percentage participation rate in the campaign at nearly 78 percent. That means we will see the boss helping on a job site somewhere soon, doing someone else’s job for a day. Look for an article to appear soon on the Central Office page to tell you all about Director Rahn’s “day in the life.”

Chief Financial Officer Roberta Broeker was also proud of the care and compassion MoDOT employees demonstrated through their donations to the campaign. She said, “I am thrilled by what this says about the MoDOT family. Not only do we look out for our own; we answer the call to help those in need in the community, the state and the nation. I am so proud to be part of this organization.”



Amy Binkley, left, and Cheryl Bonner, co-chairs of MoDOT’s charitable campaign efforts, share the results of MoDOT employee donations with Director Pete Rahn. Amy and Cheryl are both senior resource management analysts for MoDOT.

For Your Eyes Only New Prescription Safety Eyewear Program

by Patti Knopke

Due to the increasing number of eye injuries over the past several years and numerous requests from employees, Risk Management is introducing a new statewide Prescription Safety Eyewear Program. This program, which will help MoDOT employees cover their safety eyewear costs, will go into effect Jan. 1, 2007.

Full-time, safety-sensitive employees who are routinely exposed to eye hazards and require prescription eyewear are eligible for the program. Those employees will receive a \$100 subsidy every two years for purchasing prescription safety eyewear. All other employees, including seasonal and part-time staff, may be eligible for the subsidy. The districts will make those decisions on a case-by-case basis. To receive the \$100 subsidy, eyewear must meet or exceed the American

National Standard for Personal Protective Eyewear and must be equipped with permanently mounted side shields. Purchases must be made through MoDOT’s current provider, AO Safety, and its network of providers.

When purchasing the prescription safety wear, employees must provide a current eye prescription one-year old or less, MoDOT identification and an organization number.

Eye examinations are the employee’s responsibility and will not be covered as part of the program. If you don’t use this bi-annual subsidy, it can’t be rolled over into succeeding years.

For more information about this new program, contact your district safety and health manager or a safety officer.



Empowered Employees

by Patti Knopke

MoDOT will empower employees because we trust them to make timely and innovative decisions.

This is one of the values MoDOT is working hard to make part of our daily work environment. We know we can be more successful if we allow people to do the jobs they’ve been hired to do. Employees have the best knowledge and skills to determine how to do their jobs, so they can make decisions and changes that better serve our customers. In addition, employees are more satisfied when they’re allowed to make their own decisions and be responsible for their actions. Empowerment is about letting employees think for themselves and work as part of a team to deliver quality results.

To help empower employees, we’ve asked managers to “lead people to learn to lead themselves.” Below are several ways supervisors can create conditions that build empowerment:

- Manage according to values.
- Communicate actions and decisions

in terms of our mission, values, and tangible results.

- Provide additional parameters to further define expectations. Examples include the Practical Design Guide and Personnel Policy Manual.
- Positively reinforce employees who seek to find better, faster and cheaper ways to do their jobs even if their efforts fail.
- Implement employee solutions when possible. If a solution is not acceptable, communicate why it won’t work in terms of our mission, values, tangible results and other parameters.

While supervisors and managers are responsible for creating an environment of empowerment, employees must also do their part. They must adhere to our values and policies to find better, faster and cheaper ways to do their jobs.

With everyone pulling together toward this common goal, we’ll reap the benefits of employees who are empowered to do their jobs.

Never Made It Campaign Encourages Teens to Buckle Up

By Megan Mills

The new Never Made It safety belt marketing campaign encourages teens to wear their safety belts, since teen safety belt use rates are significantly lower than other Missourians. Sponsored by the Missouri Coalition for Roadway Safety, the campaign is set to launch in December with a strong emphasis in the spring of 2007.

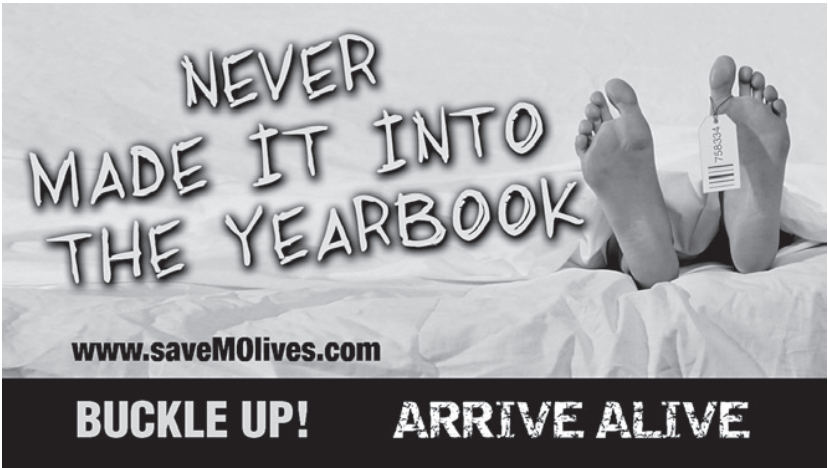
The campaign uses realistic, chilling images coupled with a “never made it” message to convey the potential consequences of not buckling up. It also makes teens think about what they might miss out on if they die in a traffic crash because they failed to buckle up.

A study conducted by the National Highway Traffic Safety Administration found that young drivers account for

only 6 percent of all drivers (ages 15-20), but they account for 14 percent of all fatal crashes. In the last three years, 68 percent of the people who died in traffic crashes were not wearing safety belts and nearly eight out of 10 teens killed in traffic crashes were not buckled up.

This summer, the Missouri Coalition for Roadway Safety, in conjunction with the Institute of Public Policy and the Truman School of Public Affairs at the University of Missouri, conducted 12 focus groups. The purpose of the focus groups was to determine how teenagers make decisions about safety belt use and what outreach messages can potentially influence safety decisions.

The focus groups found that realism is one of the most effective ways to encourage safety belt use among teenagers. These findings, along with information gained from last year’s Restrain Your-



This ad, part of the “Never Made It” campaign, will appear on movie screens statewide.

self video contest winners, were used to develop the campaign.

The campaign involves several elements including print, video and radio advertisements, along with promotional events and an electronic mes-

sage. All campaign elements include the Buckle Up. Arrive Alive message.

For more information about the new campaign or teen safety belt use, visit www.saveMOLives.com.

Performance is Up and Costs are Down

by Patti Knopke

Performance Plus second quarter results are in. And once again the results show performance is up and costs are down. Under the program, 299 employees in 25 project offices saved more than \$4.3 million from July to September by minimizing project cost overruns.

Performance Plus challenges employees to achieve a final construction cost of one percent above the contract award amount (or less) on projects in our Statewide Transportation Improvement Program. Six of the 10 districts and a total of 37 projects met the target this quarter. The project savings then fund

the incentive payments, which totaled \$117,500 this quarter.

“I think the program has definitely opened employees’ eyes to look for opportunities for cost savings. I also think there is a more concentrated effort to track quantities during the job,” said District 4 Resident Engineer Matt Killion. Killion is one of the 299 employees that will be receiving an incentive through Performance Plus.

The following project offices achieved the Performance Plus goal for the second quarter: Branson, Buffalo, Camden-ton, Carthage, Chesterfield, Columbia, Fenton, Festus, Jackson, Kansas City

– E. 87th St., Kansas City – Truman Rd., Kennett, Kirksville, Macon, Maryland Heights, Maryville, Neosho, Nevada, Park Hills, Poplar Bluff, Riverside, Sedalia, St. Clair, Van Buren and Willow Springs.

As part of the program, about 550 employees are eligible to earn up to \$2,000 in cash incentives per year for meeting one of our most important tangible results: fast projects that are of great value. This value was selected because it relates directly to our core business, is highly visible to the traveling public and provides an opportunity for significant impact.

Organizational Results Director Mara Campbell, who led the Performance Plus Committee, said, “I am pleased to see that Performance Plus had a strong second quarter. It is so important for our employees to work at cutting cost without cutting quality. I look forward to continued success for this program.”

Be Sure to Designate a Driver This Holiday Season

by Megan Mills

Holidays mean getting together with family and friends to celebrate. These celebrations usually involve a lot of good food, as well as alcohol. So it’s important to remember to drink responsibly and designate a sober driver before you travel, because a tragic crash or impaired driving arrest would definitely put a damper on the holiday season.

The holiday season, from Thanksgiving to New Years, is one of the most dangerous times of the year on the roadways due to an increase in impaired driving. Last December, more than 15,000 people died in the United States in alcohol-related crashes and 13,000 of those drivers had a blood alcohol concentration level of .08 or above. To

discourage this behavior, Missouri state and local law enforcement officers will be out in full force this holiday season to crack down on drunk driving.

Simple steps to avoiding a crash due to impaired driving:

- Designate a sober driver.
- If you are impaired, call a taxi or a sober friend or family member to get you home safely.
- Report impaired drivers to law enforcement.
- Take the keys and don’t let a friend or family member drive drunk.
- Always buckle up – it’s your best defense against an impaired driver.

Law enforcement officers throughout the state are no stranger to the unhappiness that impaired driving can bring to the holiday season.

“The holidays mean hectic schedules and social gatherings that involve alcohol and winter weather - a deadly combination for motorists,” said Missouri State Highway Patrol Captain Tim Hull. “It is important to be extra cautious during the holidays. Even if you are being careful and make smart decisions, be aware that other motorists on the road may not.”

Captain Hull reminds everyone this holiday season, You Drink & Drive. You Lose.

Brief

Save the Date: TEAM Conference

From the shores of Tablerock Lake to the banks of the Mississippi River, the 97th annual conference of the Transportation Engineers Association of Missouri moves to St. Louis in 2007 after a two-year run in Branson.

The three-day TEAM conference will be held March 20-22 at the Adam’s Mark Hotel. A full menu of workshops and tours occupies the conference’s opening day agenda, followed by a series of general sessions and breakout presentations the next day and a half.

Registration is \$90 per person until Feb. 23, and \$100 thereafter. Workshops and tours carry a \$50 charge per person.

For more information or to register online, go to www.modot.org/team. The conference rate at the Adam’s Mark hotel is \$98 per night. Information about the hotel can be accessed at www.adamsmark.com/stlouis/index.asp, or call 1-800-444-2326 for reservations (reference TEAM rate).

For Your Benefit

Prescription Drug Coverage Changes

Look for a new prescription drug card for 2007. Participants in the MoDOT/MSHP Medical Plan will see a new pharmacy benefits manager for next year. The Plan has contracted with WellPoint Next RX for the upcoming year. WellPoint will administer both the non-Medicare and Medicare prescription drug coverage.

You should receive information from WellPoint by the end of December, such as mail order pharmacy information, Web sites to verify participating pharmacies and their toll free phone numbers. Make sure you verify that the pharmacy you use is participating in WellPoint's network.

Optional Life Insurance Increases

Active employees enrolled in the optional life insurance who elected a multiple of one to six times your annual benefit base rate may see an increase in your coverage and the premium you pay effective Jan. 1, 2007. The optional life insurance coverage amount is based on your salary effective July 31, 2006. Since employees received a raise this year, coverage and premium increases will be reflected accordingly on your paycheck dated Jan. 15, 2007.

Securing Your Identity

MoDOT and the Office of Administration take your security and privacy very seriously. As a result, there are some safeguards already in place and some new steps they are taking to protect your identity.

Several MoDOT divisions are identifying alternative numbers used for your identification other than your Social Security number, particularly on your benefits forms.

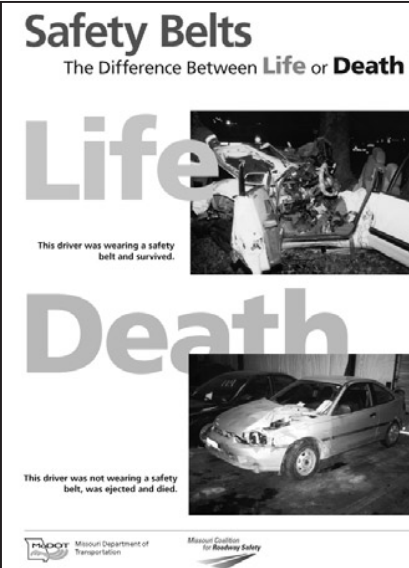
The state's financial, human resources and payroll systems still ask for Social Security numbers and federal identification numbers as unique identifiers. Users who need access to these systems are required by the Office of Administration to acknowledge access is provided for conducting official state business only.

Terms and conditions for using MoDOT's computer system are also in place should data or information be compromised, and our e-mail communications travel through a secure network to ensure your information is protected.

New Club Recognizes Missourians Saved by Their Safety Belt

by Megan Mills

Have you been Saved By the Belt? That's the question traffic safety advocates are asking Missourians across the state to promote a new Saved By the Belt Club to encourage buckling up in a motor vehicle.



Used in displays and handouts statewide, these images show how safety belts save lives.

The Saved By the Belt Club, sponsored by the Missouri Coalition for Roadway Safety, is an elite organization that recognizes those who have been saved by their safety belt in a traffic crash and are willing to share their life-sav-

ing story with others. The club was designed to increase awareness of the life-saving benefits of safety belts and child safety seats by recognizing individuals who survived a traffic crash because they were buckled up.

"Safety belts work. All you have to do is read the newspapers to see that the people who fail to buckle up are often severely injured or die in a traffic crash," said Director of Highway Safety Leanna Depue. "By sharing stories of people who were saved in a crash by buckling up, hopefully we can convince others to buckle up."

Safety belts save hundreds of lives each year. By encouraging non-users to change their habits, even more lives could be saved. In the past three years, more than 3,600 people died in Missouri traffic crashes – 68 percent of them were not wearing a safety belt. Drivers have a one in 36 chance of being killed in a crash if they don't buckle up. That chance drops dramatically to one in 1,140 if the driver is wearing their safety belt.

To apply for membership to the club, you must have been in a crash within the last 18 months in which you were saved by your safety belt. Applicants must be at least fifteen years of age and the crash must not involve criminal action for the person who applies.

Members inducted to this elite club will receive a recognition award, vehicle magnet and news release template to send to local media outlets to publicize the award. New members will also get to share their story about how a safety belt saved their lives.

MoDOT employees are also encouraged to apply! For more information about how you can join this elite organization or to fill out an application, visit www.saveMOLives.com.

Drinking and Driving is a Losing Combination

by Laura Holloway

The Missouri State Highway Patrol and 170 local law enforcement agencies recently participated in "You Drink & Drive. You Lose." – a campaign effort to increase aware-



ness about the dangers of driving after drinking or using other drugs.

MoDOT's Highway Safety Division, in cooperation with the National Highway Traffic Safety Administration and the Missouri Safety Center, awarded grants to local law enforcement agencies to assist in this national effort. The campaign ran from Aug. 18 – Sept. 3, 2006.

During the statewide campaign, law enforcement officers issued 1,374 speeding tickets, as well as 18 reckless driver tickets. Law enforcement officers also made 432 arrests for drunk driving and 22 felony arrests. A combination of these law enforcement efforts and advertising has been shown to change behavior resulting in less people driving while impaired.

December Service Anniversaries

35 Years		
Floyd Casey	D6	
30 Years		
Farand L. Lutjen	D5	
Bennie R. Foltz	D8	
Thomas E. Hayes	D8	
Larry R. Wealand	D9	
Audrey K. Bunch	CO	
Craig J. Libbert	CO	
25 Years		
Danny G. Cronin	D6	
Patrick A. Neuman	D9	
20 Years		
Georgiaann Kells	D6	
Joyce R. Musick	CO	
15 Years		
John R.W. Bales	D2	
Daniel C. Niec	D2	
Ray A. Mercer	D4	
Susan D. Scantlin	D4	
Richard A. Strader	D4	
Chris M. West	D4	
Charles F. Dolejsi	D6	

Mary L. Krummel	D6	
William Pappademos	D6	
Sammy J. Decker	D8	
Brian K. Frazier	D10	
Lane A. Herndon	CO	
Cheng Jin	CO	
Donna J. Ponder	CO	
10 Years		
Patti J. Markwell	D1	
Paula A. Gough	D2	
Michael J. Purdy	D2	
Barbara S. Bowdish	D3	
Jeanette S. Brockman	D5	
Lance Willman	D6	
Scott W. Zangraft	D6	
Sandra J. Floyd	D8	
Michael K. Harris	D10	
Buck H. Brooks	CO	
Tara L. Brown	CO	
Charlotte M. Edwards	CO	
Donald W. Jones	CO	
Thomas P. Lohman	CO	
Linda S. Parkes	CO	
Janelle M. Rackers	CO	

Elizabeth R. Stauffer	CO	
5 Years		
John A. Williams	D3	
Stephen T. Cobb	D4	
Ryan J. Libbert	D5	

Jacqueline C.H. Jone	D6	
Michael A. Christenson	D7	
Martin A. Hosiner	D8	
Murray O. Schreiner	D8	
Cory S. Reynolds	CO	

In Memoriam

Active employee			
William Crain	D8	Oct. 17	
Retirees			
Ronald "Ron" Schook	D6	Oct. 9	
Willis L. Mitchell	D7	Oct. 9	
Morgan C. Morris	D3	Oct. 12	
Floyd M. McBride	D5	Oct. 13	
Roy T. Crump	D2	Oct. 15	
Joseph "Joe" L. Kenefick	D6	Oct. 16	
Lloyd T. Knight	D7	Oct. 17	
James "Herb" H. Gumm	D4	Oct. 19	
Mary Ruth Dimond	D8	Oct. 20	
Russell A. Cochran	D3	Oct. 22	

October Retirements

Name	Location	Years of Service
Dail Alexander	D5	33
Terry Bond	D4	29
J Kent Bridges	D10	30
Lois Bush	D5	17
Dennis Coonce	D7	25
Michael Gibson	D4	30
James Hill	D10	29
Charles Kelsey	D5	30
William Leuthauser	D6	25
Ronald Wheeler	D4	28
Nancy Jo Wilson	D2	8



Central Office

Rahn Named Communicator of the Year

Effective communications has been one of the key reasons the Missouri Department of Transportation has been able to restore its credibility and accountability in the public eye. As a result, MoDOT

safety gear and was lifted up in a bucket truck to announce MoDOT's role in a new hybrid truck pilot program that is expected to cut fuel costs and harmful emissions in our fleet.



Director Pete Rahn's open communication style recently earned him the Communicator of the Year award from the Mid-Missouri Chapter of the Public Relations Society of America.

Director Pete Rahn was recently named Communicator of the Year by the Mid-Missouri Chapter of the Public Relations Society of America.

The award nomination, submitted by Community Relations, pointed out that, "Pete's open and honest communication style and his work to make MoDOT a more transparent agency have led to improved relationships with planning partners, legislators, the media, the public and MoDOT employees."

Director Rahn is no stranger to incorporating unique communications methods in his role as the top advocate for important MoDOT issues. For example, he has placed his desk in the middle of an active work zone to draw attention to the dangers MoDOT employees face daily on the job; he has worn an orange reflective work suit at night to demonstrate MoDOT's willingness to fix Missouri roads at more convenient times for motorists; and he went to new heights this summer when he donned

Rahn has also drawn attention as a result of his impassioned State of Transportation speeches given annually in front of the Missouri General Assembly. He has also opened up the transportation system decision-making process to the public and he consistently reaches out to keep the lines of communications open with his staff.

"From hosting an unprecedented number of open meetings with legislators, Congressional staff, industry partners and Missouri citizens to recognizing rank-and-file staff for a job well done," the nomination form read, "Pete Rahn has used his extraordinary communication skills to transform a beleaguered and besieged state agency into a department motivated to meet the needs of Missourians."

Rahn becomes the fourth state department director to receive this prestigious award. Others include: Gary Kemper, former director of the Department of Corrections; Joe Driskill, former director of the Department of Economic Development, and David Shorr, former director of the Department of Natural Resources.

for more info

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Arrive Alive Message Hits the Streets

by Patti Knopke

The Missouri Coalition for Roadway Safety is taking the Arrive Alive message on the road. Literally. Look down when driving out of high schools, businesses and many MoDOT parking lots and you might just find a reminder to buckle up.

Using a stencil that is roughly 48 inches by 50 inches in size, MoDOT employees have stamped the exits of many parking lots with its message, "Buckle Up. Arrive Alive." Made by MoDOT employees, the stencils have been given or lent to schools, businesses and law enforcement to help spread the message.

The paint, also used to stripe roadways, is simply rolled over the stencil and will last more than one year. Committing the message onto pavement illustrates coalition members' dedication to their message, Buckle Up and Arrive Alive.

If you would like more information about using a "Buckle Up. Arrive

Alive." stencil, please contact Matt Myers, district traffic engineer, at Matthew.Myers@modot.mo.gov. Information about the Missouri Coalition for Roadway Safety can be found at www.savemolives.com.



New stencils are turning parking lots into message boards to remind people to buckle up and Arrive Alive.

State Map Crew

Early in November at a Capitol Building news conference in Jefferson City with MoDOT Director Pete Rahn and Missouri Tourism Director Blaine Luetkemeyer, the new 2007-2008 Missouri state highway map was presented to the public – thanks to the teamwork at MoDOT. Transportation Planning staff, including Geographic Information Specialist Manager Arnold Williams (far left); Randall Hoskins (second from right), a GIS specialist; and Marc Howard (far right), a cartographer, have the primary responsibility of updating and developing the state map every two years.

The cover photo for the new map is the creative concept of MoDOT photographers, Mark Baumgartner (not pictured) and Shaun Schmitz (not pictured), in the Multimedia Unit of Community Relations. Dennis Forbis (not pictured), MoDOT's art director in Community Relations, designed the cover and other informational panels on the new map. Joe Ebel (second from left), Universal Printing Company in St. Louis, is printing three million copies of the map, which is free of charge and available through MoDOT's Web site at www.modot.org or by calling 1-888-ASK-MODOT.



D1

Northwest

Speaking for MoDOT

by M. Elaine Justus



M. Elaine Justus

MoDOT's Architectural Historian Dr. Toni Prawl was the featured speaker at the Statewide Preservation Conference held Oct. 27-29 in St. Joseph.

Maybe, in your work with MoDOT, you've had a chance to do business with Dr. Toni Prawl. I've had the pleasure of meeting her several times in the last nine years, and I know her to be extremely

knowledgeable and passionate about her area of expertise: Architectural History. What I didn't know is that, in the venue of architectural preservation, she is a veritable rock star.

The Missouri Statewide Preservation Conference was held Oct. 27-29 in St. Joseph. In their brochure publicizing the event, they describe the city as "... a city of stunningly beautiful historic buildings and mansions, with a serpentine, well-landscaped parkway system probably unlike any other in the United States."

Imagine my surprise when I opened their promotional literature and found Toni's name listed as the featured speaker on the opening day of the conference. It seems that Toni, who is from this area, did her doctoral thesis about Edmond J. Eckel. Mr. Eckel was a clas-



M. Elaine Justus

The dome of the St. Joseph Public Library is just one example of the work of architect Edmond Eckel. This glass dome lights a spectacular leaded glass skylight, also recently restored.

sically-trained architect who somehow made his way from the Ecole des Beaux Arts in Paris to this small river town shortly after the civil war. Throughout his career, and in various collaborations and partnerships, he and his companies literally created designs for hundreds of buildings and residences in and around St. Joseph.

I determined that I was going to sit in on Toni's presentation, and as I sat at my conference table at the Holiday Inn, it was quickly apparent the room was filled with people seriously dedicated to the goal of "protecting the irreplaceable." As we waited for the conference to start, it was also clear Toni's reputation had preceded her. "Dr. Prawl is here!" "Have you met Dr. Prawl?" "Have you read her work?" "I've got everything she's ever written." The crowd hushed when she came in the room and while she was giving her presentation, you could have heard the proverbial pin drop.



M. Elaine Justus

Beautiful wrought iron scroll work is a hallmark of an Eckel design. His attention to the most minute detail is well-documented.

Afterwards, a number of us climbed aboard a motor coach and took a drive around St. Joseph to view some of the more interesting examples of Mr. Eckel's work. We saw private homes, built by the very wealthy in the 1880s, that featured turrets, fantastic bas-relief figures and breathtaking stained glass; the public library, whose glass dome gathered light for a huge, leaded glass skylight; and warehouses whose cast iron fronts still stand in silent tribute to a more elegant era.



M. Elaine Justus

The Wyeth-Tootle Mansion has been many things in its lifetime. Although it started out as a private home, it was eventually given to the city of St. Joseph for use as a museum. With the growth of the museum's collection, which includes one of the largest Plains Indian collections in the world, it was finally necessary to relocate the entire collection to a new, larger, more conducive location. The mansion is now being restored to its original grandeur, including this stained glass window on the second floor landing.

for more info

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St. Joseph, MO 64502



Holly Murphy

Buildings and Grounds Maintenance Supervisor John Cool shared his expertise with the students of Missouri Western State University's Construction Engineering Technology class on Oct. 27. John graduated from (then) Missouri Western State College in 1984 with a degree in Construction Engineering Technology. He has since gone on to complete an Executive MBA degree from Benedictine College in Atchison, Kan. He manages the facilities for the Northwest District at 45 sites in 12 counties. You could tell his real-life perspective was valued by the students because many of them stayed around after class to ask additional questions.

D2

North Central

D2 Successes



District 2 recently held a series of employee fall meetings. The meetings bring employees together to review accomplishments achieved during the past year and take a look at what lies ahead in the future.

In the morning session District Engineer Dan Niec presented information to employees that targeted the successes over the past year. Dan also discussed the goals for the coming year.



District Engineer Dan Niec shares successes with employees.

Taking Care of Our System

- First District to Complete SRI
- First District to Deliver 85 Percent in 5 Pavement Plan
- Practical Design - Re-scoped and Estimated Every Project in the 06-10 STIP
- Awarded All Projects On Time
- Estimated Projects Within 2.91% of Programmed vs. Award Amount
- Scoped and Estimated 10 Future Projects to Add to the 07-12 STIP
- Cinder Sealed 163 Miles of High Volume Minor Routes
- Limestone Chip Sealed 200 Miles of Lower Volume Routes
- Accelerated Three Resurfacing Projects on Route 36

Expansion

- \$53 Million Construction Program 0.58% Under Budget No Claims - No NOV's
- Three Major Four-Lane Projects Opened to Traffic
 - Route 63 Macon to Kirksville
 - Route 36 North of Moberly
 - Route 36 West of Macon

- Acquired Record Number of Parcels on Route 36 Corridor, 63 Macon, 63 Adair

Safety

- Leading the State with a 50 Percent Reduction in Fatalities
- Intersection Improvements to Several Locations
- Upgraded Signing on Major Roads

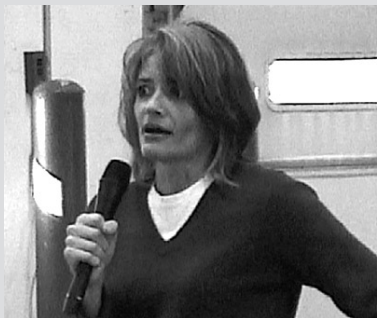
Resource Management

- Best Managed Budget in the State
- Only District to Work in Six Other Districts
- Best Condition Fleet in the State

D2 Priorities for the Coming Year

- Deliver STIP Commitments
- 85 Percent in 5 Pavement Plan
- Safe and Sound Bridge Program
- Efficiently Use District Resources

Along with presentations by Dan and other District 2 staff, the district was very fortunate to have several visitors from Central Office attend the meetings, offering information to employees in their areas of expertise. Micki Knudsen, Dave Dewitt, Don Hillis, Jim Carney, Carl Callahan, Dave Alvers, Terry Sampson and Eileen Rackers spent time



Human Resources Director Micki Knudsen shares information on topics like the job study progress

in the district giving their insights on various topics and answering questions from employees during open discussion.

These visits provided a great opportunity for employees to get to know members of senior management and hear their views on the direction of the department.

During the afternoon sessions small



Senior Crew Worker Gene Young settles in for a blood pressure check.

groups of employees had the opportunity to rotate to several stations to hear more information, participate in safety demonstrations and take care of their health. The afternoon sessions offered information on:

- Mowing/Snow Removal Policies

- Fleet Direction
- Safety Belt Convincer
- Fatal Vision Goggles
- Earthquake Preparedness
- Work Zone Reporting
- Insurance/Benefits
- Charitable Campaign
- Cell Phone Discounts
- Employee Charitable Fund
- Flu Shots/Blood Pressure Checks

At the end of the day every employee should have felt a great sense of pride in what has been accomplished the past year, received clear direction for the future, and had a little fun along the way.

Surveys received from the meetings were extremely positive, so the district plans to continue the employee fall meetings in the future.

Markings from the Past

by Scott Cline

A wetland is proposed to be constructed in Macon County as part of the Route 36 highway construction planned to the east of Macon. The District 2 Design Survey Crew was asked to locate the boundaries of the property to be acquired for the wetland. As a first step in the survey, research was done to find the history of boundary surveys done in the area.

The research revealed that in October of 1833, surveyors did an initial survey depositing charcoal 3 inches below the natural surface of the earth and setting posts above the charcoal. They also hacked into the side of trees, what is referred to as marking blazes, at each corner of the surveyed area.

The area was surveyed again in May of 1834, and also between 1858 and 1876. During the later surveys, the surveyors found the blazed trees, or stumps from the trees, charcoal and a mound from the 1833 and 1834 surveys, but did not find any of the set posts.

Between 1870 and 1876 county surveyors placed numerous stones (some with bricks beneath them) around the exterior and interior of the section. However, recorded survey activity in this section ceased after 1876.

In 2006, 130 years after the most recent survey, when boundaries for the proposed wetland were needed, District 2 surveyors used survey equipment that employs the Global Positioning System (GPS) to quickly survey boundary evidence in and around the wetland section. The evidence surveyed included: old fence lines, mature hedge rows and tree lines, roads and drainage ditches that have been placed along section lines during the past 172 years; creeks that were mentioned in the 1833 and 1834 surveys; and monuments from surveys done in the neighboring sections.

The stones, which records said should be in the vicinity of the wetland, were not found during the initial survey work. From the boundary evidence that

was surveyed, a computerized model of the original surveys was made, and coordinates of where the stones might be found were determined. GPS equipment was then used to find the locations of where the stones were predicted to be.

At some locations, roads, levees and drainage ditches had been constructed, and the stones were long ago removed. At five locations, however, stone and brick monuments were found within one to eight feet of what was predicted. Two of the stones were visible and protruding above the ground surface and the others were buried below the ground surface. One stone was located above a brick, just as the 1876 survey record had described. At a distance of 5.28 feet away from the first stone and brick, another brick was found. One of the "visible" stones was found below a 24-inch diameter fallen oak tree, which fortunately was supported enough to not be resting directly on top of the stone.

After adjusting the computerized survey model to fit the locations where the stones were actually found, the section that the wetland is located in was then subdivided to retrace where all of the property boundaries are located. Additional land corner monuments could then be placed, and the department is now in the process of acquiring the property needed to construct the wetland.



District Design Engineer Paula Gough, Transportation Project Designer Scott Cline and Survey Party Chief Sephen Miller find the first boundary stone.

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D3

Northeast

The Team Approach to a Groundbreaking

Taking advantage of the football season, and football is big in northeast Missouri, MoDOT teamed up with its Route 36 partners to kickoff construction on making the final 52 miles of the highway across northern Missouri a four-lane facility. Congressman Kenny Hulshof headlined the event, and MoDOT Director Pete Rahn “coached” the team during the celebration. High

school cheerleaders added excitement and fireworks popped to ignite construction. Those speaking at the events thanked the citizens of northeast Missouri for their commitment to making Route 36 a four-lane highway by passing a 1/2 cent sales tax last April. The project is expected to be completed in 2010 and can be followed on the Northeast District Web site.



U.S. Rep. Kenny Hulshof addresses more than 100 Route 36 supporters in the audience during the Celebration of Partnership ceremony. The event kicked off construction of the 52-mile project that will make Route 36 a four-lane highway across the state.



To save most of the 2000 foot bridge on Route 107 near Mark Twain State Park, MoDOT and its contractor, Jensen, Inc., removed two spans last month after the bridge deck dropped more than eight inches. “The bridge to nowhere” will be fixed next year, but is causing inconvenience for those who enjoy Mark Twain Lake.

Finishing Touches on SRI

Route 61 in the Hannibal area received some much needed resurfacing, and the project was moved up thanks to the passage of Amendment 3. A benefit to

resurfacing is the wider, more reflective tape that is being installed on the new surfaces.

“People are noticing a difference,” said



Maintenance and Traffic Engineer Mark Giessinger.

Contractor employees in the photo at left took advantage of the beautiful fall weather to put the finishing touches on the SRI project near Hannibal.

8 Cheers to Years of Service

Congratulations to our 40, 30, 25, 20, 15, 10 and five year service award employees. Rensis Likert once said, “The greater the loyalty of a group toward a group, the greater is the motivation among the members to achieve the goals of the group.” The Northeast District employees have achieved many outstanding goals this year, and we thank them all for their dedication to the people of Missouri.



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John Stephens Retires



John Stephens, senior crew worker from Mexico, retired Dec.1 with 29 years of service. Congratulations to John. We wish him the best in retirement!

D4

Kansas City Area

Elementary students visit 19th century farmstead **MoDOT Archeological Team Shares Findings at Historical Site**

by Jennifer Benefield

Union Chapel Elementary School students didn't have to travel far for a hands-on lesson in Platte County history in October. After a brief hike through the woods adjacent to the school, they arrived at a 19th century farmstead.

A team of six archeologists, led by MoDOT Senior Historic Preservation Specialist Michael Meyer, had already begun to excavate the house's foundation and explore a nearby well – a process that will soon tell the story of the Joshua Noland family. The Nolands are presumed to have been among the early families to settle Platte County in the 1830s.

Surveyors taking measurements for a MoDOT project to construct a new roundabout west of the existing Route 45 and K intersection came across the site in 2004 and contacted MoDOT's Historic Preservation Section.

The Noland family occupied it for more than 100 years until the farmhouse burned down in the 1940s. Initial excavation of the house foundations in 2004 confirmed the presence of late-19th century and early 20th century deposits, relating to the life of the grandson, Edward. Because the house appeared to have burned accidentally, there were a number of personal and perhaps treasured items that were left behind on the site.



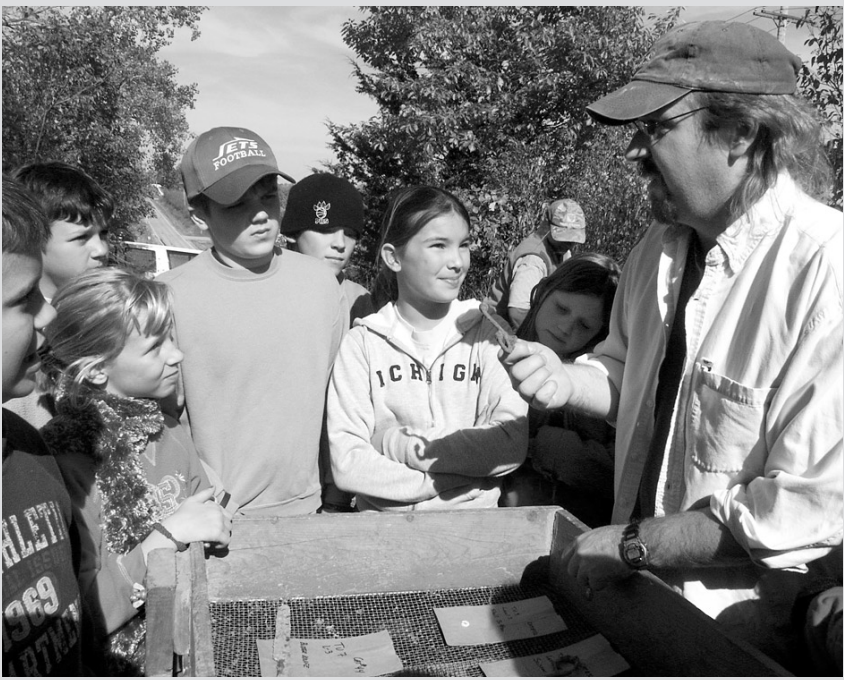
MoDOT Senior Historic Preservationist Michael Meyer shows Union Chapel Elementary School 5th graders a 20-foot well hand-dug by a member of the Joshua Noland family about 160 years ago.

"Because there was a fire, nothing was thrown away," Meyer explained to the students. "We are finding things at this historic site that we don't normally find." Items found to date include porcelain figurines; toys, such as clay marbles; souvenirs from a trip to Chicago; World War I uniform insignia; and household items, such as tableware, pots, plates and pieces of hand-painted china.

"Does anyone know what this is?" Meyer asked the students. "It's a rusty nail. Why is this important? Well, I can look at a nail and tell you when the nail was made, and therefore, when the house was built. Every artifact gives me a little more information."



MoDOT Senior Historic Preservationist Michael Meyer shows Union Chapel Elementary School 5th graders an excavation area at the Joshua Noland historic site.



MoDOT Senior Historic Preservationist Michael Meyer shows Union Chapel Elementary School 5th graders items excavated from the Joshua Noland home built in about 1840. Numerous items were unearthed at the historic site located close to the school near Routes 45 and K in Platte County. MoDOT plans to construct a roundabout southwest of the site in spring 2007.

Meyer also showed the students a handle presumed to come from a cup belonging to a tea service. "We can learn a lot about people who lived here by the quality of the things they owned. Artifacts are important because they help us learn about the history of the people and the area in which they lived."

Four groups of 5th graders visited the site over a two-day period. Each group

spent about an hour at the site listening to Meyer, looking at the artifacts, exploring the site and asking questions.

"I thought it was really interesting," said 5th grader Madison Hill. "I learned that it really does take a long time to carefully dig, and some time to figure out where you should start, depending on what you want to learn."

Grant Brady appreciated being shown the items found. "I liked seeing the silverware. The trip out here was cool and I really learned a lot."

Meyer said one unique aspect of this project is the opportunity to acquire oral history from the surviving family members, several of whom still live in the area, in an attempt to develop a more complete history of the region, the site and the family itself.



MoDOT interns Courtney Blair (left) and Rosanna Runyon (right) sift through soil and look for artifacts at the historic site located near Routes 45 and K in Platte County.



MoDOT Intermediate Historic Preservationist Jane Lee unearths artifacts from the historic site.

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D5

Central

Community Gathers to Discuss New Study for Route 63

by Holly Dentner

Frequent travelers between Jefferson City and Rolla are familiar with the curvy, two-lane road that connects the two cities. It's Route 63, and it serves as a major transportation corridor through Osage, Maries and Phelps counties.

Last April, MoDOT and state planning partners evaluated future transportation needs in Missouri and ranked a study of Route 63 as the second highest transportation need statewide.

"Route 63 ranked high because it's the only major north/south corridor through central Missouri," said Nicole Hood, project manager. "It serves as the

connector between I-70 and I-44 and also connects several state universities."

The 47-mile stretch of Rte. 63 between Jefferson City and Rolla carries an average of 6,000 vehicles per day. The Osage and Maries county sections also have a higher crash rate than the state-wide average. The new environmental and location study will determine what actions, if any, are necessary to best address future transportation needs for the corridor.

At public meetings held on Nov. 14 and 16, 244 people came to talk with MoDOT staff about the new study.



Kristin Gerber

Project Manager Nicole Hood talks with a resident at the Route 63 meeting in Westphalia.

Many agreed that it was important and offered suggestions for their own concerns about the roadway.

"This is the first public meeting for the study, so we were there to encourage and gather comments from the public about the corridor," said Hood. "We wanted to hear what they want the future Route 63 to look like so we can incorporate that into the project."

The meetings were held in Westphalia and Vienna. Additional meetings will be scheduled next year, and MoDOT hopes to conclude the study by fall 2009. There is currently no funding for construction or acquisition of right of way for this project.

Plans Move Forward for Boone County Transportation Issues

Over the last few weeks Boone County residents have gathered to discuss two major transportation improvement projects that could have a significant impact on the area.

On October 25, 176 people attended a public meeting at Oakland Junior High School to learn more about plans for a section of Route 763 in Columbia. The project would widen Route 763 from two lanes to four lanes between Big Bear Boulevard and Route 63.



Kristin Gerber

A crowd gathered at Oakland Junior High School in Columbia to review plans for widening Route 763 to four lanes.

Widening Route 763 will increase capacity and improve safety for motorists using the roadway. The proposed design includes a 14-foot median and two seven-foot shoulders with bike lanes. The city of Columbia and Boone County are contributing funds for the

project, which has an estimated cost of \$30 million. Construction is scheduled to begin in fall 2008.

On November 15, approximately 150 people attended a meeting to discuss a new transportation study for the east side of Columbia. The study will examine how population growth and rapid development will impact transportation in the area generally bounded on the north by Interstate 70, on the south at New Haven Road, on the west by Route 63, and on the east at Route Z. The study is a cooperative effort between MoDOT, Boone County, and the city of Columbia.

The meeting presented a range of possible alternatives to address growth in the area. The study team will analyze the comments received at the meeting to help determine which alternatives will best suit the community's needs.

Additional information about the Route 763 project is available at www.modot.org/central. Information about the East Columbia EIS study is available at www.eastcolumbiaEIS.com.

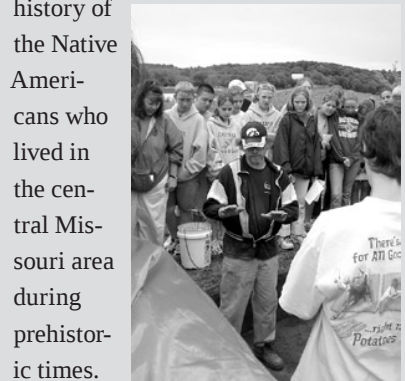
Local Scout Troop Earns Badge at MoDOT Archaeology Dig

by Holly Dentner

MoDOT archaeologists spent last summer excavating a prehistoric village in Osage County in preparation for a construction project that would realign a section of Route C. The team uncovered projectile points, pottery pieces, chip stone tools and organic material that came from the village, which existed between 650 and 900 A.D.

Several local schools brought students to tour the site, but six boy scouts from the Loose Creek Troop 76 went a step further and used the dig as a way to earn their archaeology merit badges. The scouts are the first in their troop to earn the badge, which was presented to them on Nov. 6.

In addition to spending a day at the site, the scouts were required to do extensive research. They had to describe the steps of the archaeological process, gather information on significant digs in the United States and research the history of the Native Americans who lived in the central Missouri area during prehistoric times.



Holly Dentner

Historic Preservation Specialist Ron Mayer talks with students at the Osage Co. dig site.



Kevin Thoenen

Boy Scout Troop 76 members Ryan Muenks, Adam Muenks, Dustin Thoenen, Tyler Luebbert, Connor Luebbert and Andrew Muenks accepted their archaeology merit badges on Nov. 7, 2006.

what it takes to become an archaeologist and why it's important to preserve historic artifacts.

Senior Chemist Kevin Thoenen, whose son is one of the scouts, said they were interested in the dig because it is near property they use to raise corn as a fundraiser for their activities.

"The boys work a three acre sweet corn patch that borders the site," said Thoenen. "During the dig this summer the entire troop got to see it in progress, and I noticed the boys who earned their badges telling the others what they learned on the site."

The badge requirements were developed with guidance from the MoDOT historic preservation staff, and Thoenen says their willingness to help was the determining factor for the troop to earn the badge.

"It is very difficult to find qualified merit badge instructors," said Thoenen. "This was an opportunity Troop 76 could not pass up, and we would like to thank the historic preservation folks in MoDOT for making this happen."

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D6

St. Louis Area

Charitable Success 2006!

by Debbie Allen

WOW! District 6 closed the 2006 Charitable Campaign with a big bang. Winston Churchill's advice of 'making a life by what we give' echoed miles and miles when over 160 employees gave nearly \$17,000. This is a 22 percent increase over last year's drive.

As part of the campaign incentives, employees won prizes donated from local merchants.

"I created some extra posters to point out to people who have never donated that even fifty cents a pay period can make a huge difference if lots of people donate," said Paula Fuhro, office assistant and joint campaign chair. "This

turned out to be a great team effort that produced super results. I couldn't be more pleased."

"This was my second year organizing the campaign and I am happy to say our goal was met," said Jennifer Jones, senior office assistant and joint campaign chair.

Leadership in Action

"Our management added a little extra spice by agreeing to roll up their sleeves and work with our road crews or customer service if we met our goal," added Fuhro.

And roll up their sleeves they did. On a cold rainy Friday, Oct. 27, Assistant



Teresa McGuff, assistant to the District Engineer, juggles the many duties of customer service.

District Engineer Tom Blair worked with the Sign Shop to replace SRI signs. On Nov. 8, Assistant District Engineer Greg Horn worked on the construction site of the outer road bridges on Rte. 94 in St. Charles County. On Nov. 9, Assistant to the District Engineer Teresa

McGuff assisted customer service at the Traffic Management Center. District Engineer Ed Hassinger will be tying up his bootstraps when he reports for work overnight this month in the district.

MoDOT and North St. Louis County Cut the Ribbon on Route 367

by Debbie Allen

Winter showed up early on Oct. 25, as did the completion of the new Route 367 project. Brisk wind gusts and a steady stream of cold rain didn't discourage the more than 100 attendees. Elected officials, media, members of the public and the Hazelwood East

way outer roads replaced the two-way outer roads and enhanced the motorists traveling experience.

As the population grew and traffic increased in this area, various safety and congestion issues arose. Community leaders brought the need for improve-

ments to the attention of Missouri Department of Transportation officials. After six public meetings between November 1996 and May 1999 and numerous small group meetings in the community at large, MoDOT moved forward with the project and began construction in 2005. MoDOT in partnership with local officials and community leaders

came together to accomplish a goal of improving traffic flow for the north county area. Through many years of extensive public input, 'Completed as Promised' was finally posted on the project sign.

The second phase of the Route 367 improvement project between New Jamestown Road and Coldwater Creek,



Area Engineer Bill Schnell, Project Manager Dennis Coventon from Fred Weber, Inc., and Project Manager Barry Rolle from HDR, Inc. post the Completed as Promised sign.

Marching Band gathered to commemorate the early opening of Route 367 - a long awaited project that improved a section of the route to a free-flowing freeway. During construction, the interchanges at Dunn Road, Parker Road and Redman Road were rebuilt and Texas turnarounds were added. One-



Assistant Director Engineer Greg Horn and Senior Construction Inspector Carl Bennett discuss the new outer road construction on Route 94.

will incorporate the same roadway design and aesthetic improvements. The project was awarded to Gershenson Construction Company in October and

will begin in December 2006. All construction is scheduled to be complete in late 2008.

11

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District Engineer Ed Hassinger; Shirley Paro; Rep. Ted Hoskins; Darryl Piggee, representing U.S. Congressman William Clay; Rep. Juanita Head Walton; Angel McCormick Franks, representing U.S. Senator Jim Talent; Rep. Gina Walsh; and Richard P. Dorsey, North County, Inc. cut the ribbon and dedicate the new Route 367.

D7

Southwest

Assemblies, Public Service Announcements Encourage Students to Arrive Alive

by Wendy Brunner-Lewis

The music is pounding. The people on the three huge screens are big-name actors. The students in the auditorium cheer.

What does this have to do with MoDOT? The Southwest Missouri Coalition for Roadway Safety partnered with McDonald's, St. John's Hospital in Joplin, Roper Pontiac in Joplin and The Alliance for Southwest Missouri to sponsor school assemblies and public service announcements with messages about making good choices.

The assembly program combines popular music, movie stars talking about making good life choices and athletes excelling in their sport to get students' attention. The program

then shows what happens when young people make poor choices like drinking and driving or not wearing a seat belt. The images are graphic and the survivors' stories are gripping.

The sponsors have brief videotaped appearances prior to the assembly and they appear in the Joplin FOX station's PSAs.

District 7 Community Relations Manager Lori Marble said, "Because the messages are targeting mainly junior high- and high school-aged boys, we wanted a spokesperson they could relate to. We chose Survey Party Chief Brian Atnip and Carthage Resident Engineer Mike Middleton. They're young and successful in their careers—great role models."



Survey Party Chief Brian Atnip reminds students to buckle up and "Arrive Alive" during a school assembly.

Neosho Claims DREAM City Honors

by Lori Marble

Gov. Matt Blunt was in Neosho on Oct. 31 to congratulate city residents on their town's inclusion in the DREAM Initiative. Over the next three years, city leaders and community groups will work with the Missouri Department of Economic Development as they put in place a plan to revitalize downtown Neosho.

The DREAM Initiative is a program begun by Governor Matt Blunt and is a collaborative effort of the Missouri Department of Economic Development, the Missouri Development Finance Board and the Missouri Housing Development Commission.



Part of the initiative included the production and installation of a 30 inch x 30 inch sign next to every city limit sign in the 10 cities that were selected for the program. Photographed below are Archie Jordan and Bill North with the District 7 sign crew as they install the first Dream Initiative sign in Neosho, the day after the celebration and kick-off rally.

The above photograph shows Blunt presenting Neosho Mayor Jeff Werneke with a replica of the Dream Initiative sign. Also photographed are city leaders Rudy Farber, left, and Larry Neff, right.



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Report Details Archaeological Findings on Route 71

by Lori Marble

A long-awaited report has recently been released and made its way into the expectant hands of District 7 engineers.

Archaeological Investigations At Six Sheltered Sites In McDonald County, Missouri, is a 404-page special publication edited by Jack H. Ray and Michael D. Conner with the Center for Archeological Research at Missouri State University.

The publication details the archaeological processes and findings of three sites located in the expansion corridors of Route 71 in southern McDonald County. The studies were conducted from the summer of 2003 through February 2004.

"There were lots of questions. We had 24-hour guards, floodlights on the excavation sites... Everywhere we went there was lots of small-town talk. 'What's going on?' was the question everyone asked," said Steve Campbell, Neosho resident engineer. "Now that the report is finished, everyone is kind of curious as to the findings. I'm looking forward to reading it."

Included in the study of the two shelters and one cave were the discovery of two burial sites, various arrowpoints, Woodward Plain ceramics (jars and bowls) and other pottery as well as knives and scrapers. One of the shelters and the cave appeared to have been seasonal (cold-weather) campsites with occupation by small groups.



"The most important part of this whole experience was how we were able to work with two different Native American tribes in order to protect and preserve two unmarked burial sites so that 71 construction was not delayed," said Jennifer Hinson, District 7 area engineer during the archaeological discovery period and now serving as traffic operations engineer. "With all of the different processes involved, we could have come across many different problems."

"In one location, we could have changed slope lines, but with the other site we were unable to work around the excavation. We put a great deal of time and effort into providing security for investigation of the human remains. We worked closely with the Osage and Caddo tribes, making sure their ancestors' remains were safe and undisturbed until we (MoDOT) and the Federal Highway Administration were in agreement on how best to proceed," said Hinson.

The Center for Archaeological Research does plan to offer additional copies of the report for sale on their Web site at <http://www.missouristate.edu/car/2618.htm>.

D8

Springfield Area



Bob Edwards



Paul Swendrowski

D8 at Work

Helping a contractor worker test the air content of concrete being poured to widen northbound Route 65 at I-44 (above) is Springfield Senior Construction Inspector Adam Humphrey, right.

Top left photo: Relocating a pre-treatment tank on a salt spreader for easier, safer filling Branson Senior Crew Workers Barney Barnard, left, and Jason Grant. D8 crews have prepared equipment for snow operations.

Bottom left photo: Assembling an aluminum culvert on Dallas County Route M west of Conway are, from left, Conway Seasonal Crew Worker Daniel Myers, Lebanon Seasonal Worker Tommy Lowder, Lebanon Senior Crew Worker Brad Rumfelt and Lebanon Maintenance Supervisor Ron Wheeler. Others from Conway and Lebanon, as well as Marshfield, worked on the project.

Organic Anti-Icing Agent Being Tried in D8

by Angela Eden

A sugar beet byproduct, mixed into road salt for use in extremely low temperatures up North, will be tried this year in District 8's snow and ice removal operation.

"It works at a colder rate – nearly 20 below," said Roving Maintenance Superintendent Armin Herrman, describing the slurry made by an Iowa company.

Calcium chloride, added to salt for many years in District 8, is effective to about 0 degrees, Herrman said.

The "beet juice," employed in recent years in District 1/St. Joseph and for many years in states like Iowa and Nebraska, also is about 30 percent cheaper than calcium chloride, Herrman said. Those who have used the product also say it does a better job of keeping salt from caking and is less corrosive for equipment and steel in bridges.

Maintenance crews in Ava, Mountain Grove, Springfield and Bolivar will use the sugar beet slurry to see how well it works before it is purchased for district-wide distribution.

The slurry is applied to the salt at each shop's storage facility before it's needed for a winter storm. It also can be added to salt brine for prewetting salt.

At Mountain Grove, Maintenance Supervisor Mackie Gaddis said his crews "had to move the salt around" to complete the application process on 1,000 tons of the facility's 4,000 tons of salt.

Crews spread the salt out in small piles and sprayed the slurry, then mixed and

District 8 Snow Removal: By the Numbers

- 27,000 tons of salt distributed across 12 counties
- 17,000 tons of salt spread during an average winter
- 47,000 tons Record salt use in 2002 2003 winter
- 180 pieces of snow removal equipment
- 3,700 miles of state routes to clear

sprayed again. The treated salt was pushed into one corner of the storage dome so it's ready to go when needed.

The new beet-and-salt mixture will be spread by one of two trucks that treat four-lane Route 60 in Mountain Grove's area. That way, results can be compared.

Roadside Maintenance Retiree

by Angela Eden

Senior Crew Worker Mark Hess retired Nov. 30.

Service: 29 years (Hired Oct. 1, 1977)

Career: Service Attendant/Mechanic Helper, D5/Jefferson City, 1977; Crew Worker, Ozark Maintenance, 1983; Crew Worker, Republic Maintenance, 1997; Promoted to Intermediate Crew Worker at Republic in 2001; Promoted to Senior Crew Worker at



Mark Hess

Republic in 2002; Senior Crew Worker, Springfield Maintenance, 2003; Senior Crew Worker, Roadside Maintenance, 2004

Memorable Work: As "sign man" at Republic and Springfield, kept sign logs and replaced and repaired road signs as needed

Quote: "I enjoyed the diversity of projects and people at MoDOT."

Post-MoDOT Plans: Work full time on his and wife Paula's landscape business; play golf, ride his motorcycle

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D9

South Central

South Central District Continues Efforts to Save Lives

The South Central District has had a busy fall working with its South Central Coalition members to increase awareness of the importance of buckling up. Several activities have been conducted with area schools and District Engineer Tom Stehn has declared working toward the passage of a primary safety belt law a top priority.

“21 Days” Program Wraps Up

A teen-focused safety belt education program titled “21 Days to Create a Habit” was launched in five area high schools during the months of August, September and October. Following the all-school assemblies, students and faculty were exposed to 21 days of statistics, visual reminders such as posters and banners and radio ads featuring student body members.

Schools participating in “21 Days” included: Liberty High School, Mountain View/Birch Tree, Houston High School, Winona High School, Eminence High School, Willow Springs High School and West Plains High School. Of these schools, Eminence High School had the largest increase in safety belt use with 39 percent.

A teen focus group from the Willow Springs High School shared their feelings on “21 Days.” The consensus was they liked the overall program, felt the color scheme of orange and black

was appealing to their age group and thought the assembly was effective. However, they indicated money or large prizes might provide more motivation to buckle up.

Battle of the Belt Hits the North Portion of the Region

With “21 Days” piloting in the south half of the region, the coalition agreed to implement the statewide competition, Battle of the Belt, in the north. Nine schools participated and preliminary numbers look positive. Schools included: Dixon, Crocker, Cuba, Steeleville, St. James, Salem, Ellington, South Iron County and Newburg.

South Central Region Battle of the Belt Coordinator and Senior Traffic Engineering Specialist Jennifer Miles said the results will be considered for prize money at both the regional and state levels. The schools participating in “21 Days” also qualified for the competition based on activities they participated in.

Spreading the Word Through Visuals and Materials

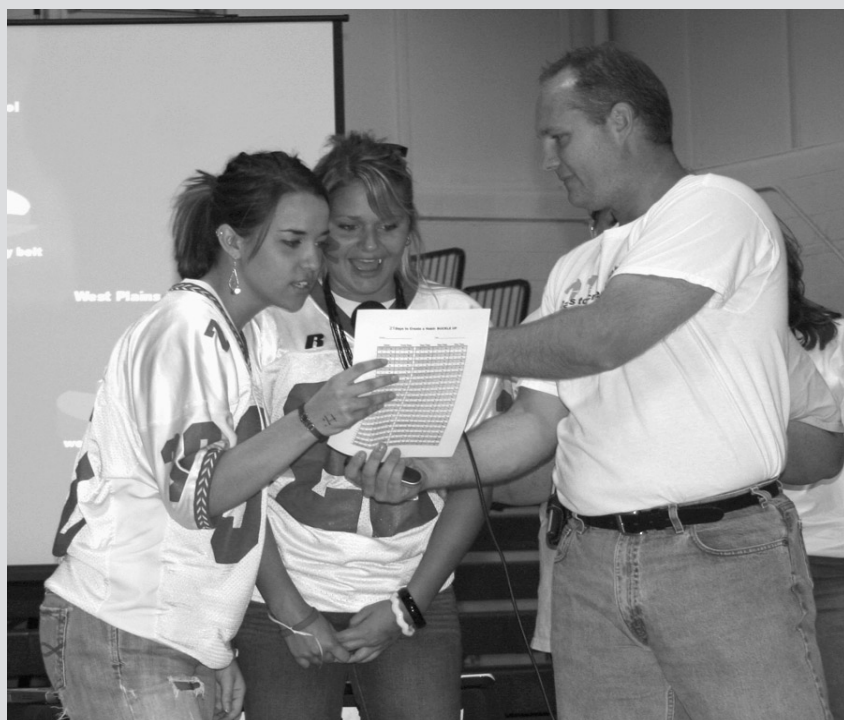
The South Central Region has several tools designed to spread the buckle up message. These tools have proven popular with target audiences.

Designed and built by MoDOT personnel from the Belleview Maintenance Facility, the rollover demonstrator has been effective in simulating a rollover accident. Two dummies are used to show what a difference buckling up, or choosing not to, can make. To date, this tool has been used 71 times at area schools, with MoDOT personnel and at public events.

The recently acquired safety belt convincer, which simulates the impact of a car crash and “convinces” the passenger to buckle up, also has been popular. It has been used a total of 16 times in the South Central Region.

Parking lots throughout the region now sport the highly popular buckle up stencil. The image is of two hands buckling a safety belt with the words, “buckle up.” Its popularity outgrew the ability of volunteers to fill requests, so coalition member Monty Smith found a solution. He now has young people performing community service painting the stencil on area parking lots. A total of 81 stencils have been painted and the requests continue to roll in.

To capture the youngest of the population, the South Central Coalition broke out sections of the “Traveling Safely with Mo” coloring book and created age specific versions. So far, 5,075 coloring books, complete with teacher editions, have been distributed.



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D10

Southeast

Bridge Bragging Rights

by Mary Kalinowski

Everyone may have an opinion about which bridge is their favorite, but area high school students probably have a different opinion.

One hundred forty-four future engineers tested their dreams recently at the Third Annual MoDOT Bridge Competition.

The District’s TRAC team provided area students with 20 pieces of balsa wood, a spool of thread, and a bottle of glue to create and design the strongest bridge.

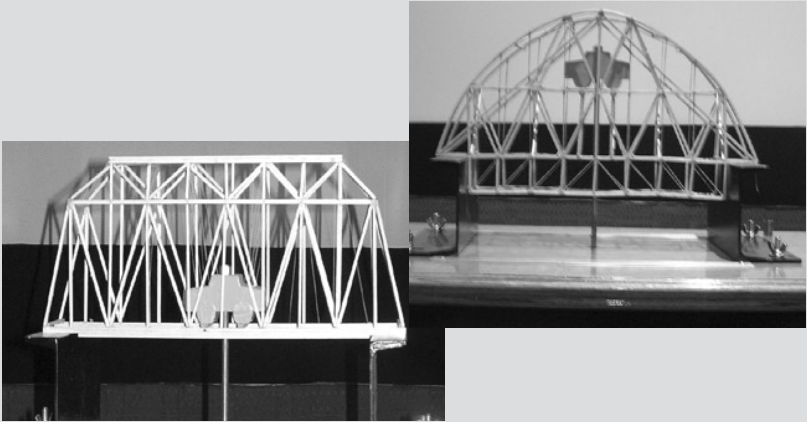
“This competition is a great opportunity for Southeast Missouri students,” said Transportation Project Designer Jason Williams. “We have a very small budget and that opportunity wouldn’t be possible without the generous donations of the businesses and organizations who help us make it happen.”

The competition, unique to the Southeast District, offers students prizes, recruiting opportunities and even scholarships.

Southeast Missouri State University, the University of Missouri-Rolla, the University of Missouri-Columbia, Arkansas State University and Southern Illinois University all graciously work with MoDOT to offer students scholarships through the competition.

“Our main purpose for this competition was to get students thinking about what factors go into designing a successful bridge,” said Traffic Engineer Craig Compas. “We hope to spark some interest in civil engineering and partnering with the universities has certainly helped out with several future engineers’ education during the last two competitions.”

The most efficient bridge, the lightest bridge to carry the greatest load,



was built by Jeff Rose of Dexter High School. His bridge weighed 29.6 grams and held 52.4 lbs. The efficiency score totaled 177.

Also, bridges were judged by most aesthetic and most creative, which cre-

ated freedom for design. The winners include Lindsey Gettinger (aesthetic) and Adam Flannagan (creative).

Battle of the Belt

by Angie Thomason

The statewide Battle of the Belt competition is coming to an end. Students conducted final safety belt checks during November.

The results will show which high school has the highest seat belt use and percent increase in belt use in the area.

The Southeast District is leading the state with the most high schools competing in this important statewide competition.

“We are excited that 20 schools are participating in this competition,” said Community Relations Manager Angie Wilson. “Only about 45 percent of students in our district buckle up. Hopefully this competition will help students realize why buckling up is important.”

Schools participating in Battle of the Belt received Arrive Alive Banners in their high school colors, “click-it” clickers for football games, t-shirts and more.



Pilot Leads the Way

by Angie Thomason

Road improvements were recently completed on Route 67 south of Poplar Bluff. Most of the work consisted of undersealing the pavement from Route 160 to the Arkansas state line, with a pilot car playing a key role in assisting motorists.

During this project, work was reduced to one lane and the pilot car lead motorists through the work zone. Flaggers only assisted at state route intersections. All other intersections directed motorists to follow the pilot car.

“This is somewhat unusual traffic control for this area,” said Project Manager Eric Krapf.

Since 2001, Route 67 south of Poplar Bluff has had a problem with water and mud pumping through the pavement. The undersealing has improved the road; however, motorists are feeling the effect of the undersealing process.

“The undersealing has been successful in correcting the problem, but has unfortunately resulted in an even



rougher ride,” said District Engineer Mark Shelton. “Going into the project, we anticipated a better ride quality than we now have and will now be moving forward by accelerating the resurfacing improvements.”

This work is the first part of a two-phase process. Now that the undersealing is complete, resurfacing is planned for next spring, which is two years earlier than previously planned.

Groundbreaking Route 67/ Fairgrounds Interchange



City and state officials break ground for the new Fairgrounds Interchange Oct. 20 on Route 67 in St. Francois County. From left, state Rep. Brad Robinson; St. Francois County Presiding Commissioner Jim Henson; state Rep. Steven Tilly; Park Hills City Administrator John Kennedy; state Sen. Kevin Engler; St. Francois County Sheriff Dan Bullock; Tom Shulte representing U.S. Sen. Christopher “Kit” Bond’s office; Jeff Glenn representing U.S. Sen. Jim Talent’s office; Cassie Thomas, representing Congresswoman Jo Ann Emerson’s office; and District Engineer Mark Shelton.

Recent Retirements



Henry Johnson retired Nov. 1 after 9 years with MoDOT. He was a senior crew worker in Perryville.



Herman Winebarger retired Nov. 1 after 29 years with MoDOT. He was a senior crew worker in Park Hills.

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Connections

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Additional copies are available upon request. Suggestions, questions and comments are always welcome.



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Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.



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MoDOT Issues Annual Accountability Report to Legislature

by Sally Oxenhandler

Improved roads and innovative projects, including a plan to replace 800 of the state's worst bridges in five years, were among the highlights we presented to lawmakers in our annual accountability report.

State law requires us to submit the report to the governor, lieutenant governor and legislators each year. The document outlines where

our money comes from and where it's spent. It also lists completed and future projects and costs.

"We're pleased to report a great deal of progress in the last year," said Director Pete Rahn. "We experienced our largest construction season ever, and we're hoping Missourians are enjoying the improved roads. We know they've had to put up with a lot of work zones, and I hope it's been worth it."

He added: "Our employees played a huge part in the success we were able to report, so I'd like to thank them for their hard work and dedication."

Rahn said the passage of Amendment 3 in November 2004 has played a key role in the agency's ability to deliver smoother, safer roads sooner. The additional revenue the department receives is being used to improve 2,200 miles of the state's busiest highways, speed up key projects and tackle some new construction.

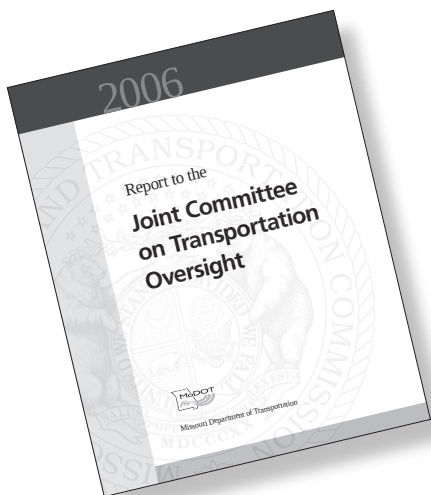
"Our goal is to show Missouri taxpayers we are accountable and able to deliver timely, high quality projects within a budget," Rahn said.

Some accomplishments highlighted in the report include:

- Announcing plans to improve 800 bridges under the Safe & Sound Bridge Improvement Plan;
- Moving ahead with two design-build projects: rebuilding a 12-mile stretch of Interstate 64 in St. Louis and rehabilitating or replacing the Paseo Bridge in Kansas City;
- Completing the installation of guard cable on Interstate 70, an initiative that prevented vehicles from crossing the median along this corridor 94 percent of the time in 2005; and
- Extending work hours to help motor carriers conduct their business faster and easier, as well as allowing them to register online.

In addition, an independent audit of the department's financial statements gave us the highest rating possible for the seventh straight year.

The full report can be found on our Web site, www.modot.org.



Contractor Selected

Continued from page 1

Millstone-Bangert, Inc. of St. Charles. Some of the other team members include Parsons Transportation Group, URS and Vector Communications. The team will pursue subcontracting to Disadvantaged Business Enterprise companies for 16 percent of the work. Workforce goals also include a 20 percent goal with additional incentives to exceed the goal to include minority, female and economically disadvantaged individuals.

Summit Sets Stage For Changing State Safety Belt Law

by Sally Oxenhandler

A statewide safety belt summit held Nov. 14 in Columbia gathered together about 200 safety advocates from throughout the state to develop strategies for getting Missouri's safety belt law changed. The current law allows only secondary enforcement, meaning motorists can be stopped only if the driver is first pulled over for another offense.

A two percent drop in Missouri's safety belt use rate proves the need to strengthen the state's safety belt law and prompted the group to make primary safety belt legislation their top priority for the upcoming legisla-

tive session. Federal statistics show that a primary law in Missouri would save 90 lives and prevent more than 1,000 serious injuries each year. It also would save Missourians about 231 million a year in medical costs associated with traffic crashes.

The Primary Safety Belt Partners, a task force formed under the Missouri Coalition for Roadway Safety, sponsored the summit. For more information about Missouri's safety belt law and safety belt use in Missouri, visit www.savemolives.com.



Senior System Management Specialist Adrian Hendricks, right gathers signatures of attendees who pledge to become primary seat belt partners.



The Primary Seat Belt Summit provided ample opportunities for attendees to ask important questions.